

MONTANA AERONAUTICS COMMISSION



Volume 18 No. 10

October, 1967

MAC DIRECTOR LYNCH ELECTED NASAO PRESIDENT

Charles A. Lynch, Director of the Montana Aeronautics Commission was elected President of the National Association of State Aviation Officials at their annual meeting in Oklahoma City, Oklahoma, September 25-28th.



NASAO President 1967-68
Charles A. Lynch

Other aeronautics directors elected new officers are: First Vice-President

— Frank Girard of New Jersey. Second Vice-President — Lawrence E. McCabe of Minnesota. Secretary/Treasurer James D. Ramsey of Michigan.

Mr. A. B. McMullen was reappointed Executive Vice-President.

AIRPORT DEVELOPMENT PROGRAM IS TEN YEARS OLD

On the tenth anniversary of the Montana Airport Development Program we find that there has been a noted increase in all phases of airport expansion. Since 1957 the Aeronautics Commission has been involved in 170 separate projects. The projects have varied in size and description and range from turf runways—to air carrier airports—to heliports.

Project	1957	1967	Gain
Public Airports	92	116	24
Paved Public Airports	21	50	29
Airline Served Airports	13	15	2
Lighted Airports	44	54	10
Airport Beacons	38	65	27
Unicom Radios	0	54	54
Farm and Ranch Airports (Estimated)	200	325	125

FRONTIER INAUGURATES TWO NEW ROUTES FOR MONTANA

MISSOULA/BOZEMAN—October 1

The inauguration of the new service to Missoula and Bozeman commenced on October 1. The service provides Bozeman and Missoula with direct air service to the south for the first time and fulfills a vital transportation need for both communities.

Sales Service Managers for the two new stations will be:

William K. Mertens will be the Sales Service Manager in Bozeman. Mr. Mertens has been employed by Frontier Airlines since 1958. He has been stationed in Jackson Hole, Wyoming; Rapid City, South Dakota; Minot, North Dakota; Phoenix, Arizona; Albuquerque, New Mexico; and El Paso, Texas.

Robert G. Bricker will be the Sales Service Manager in Missoula. Mr. Bricker joined the carrier as station agent in Denver in 1955. He has been stationed in Pueblo, Colorado; Lincoln, Nebraska; Wolf Point, Montana; and Gallup, New Mexico.

GREAT FALLS/BILLINGS—Oct. 29

Frontier's new route authority for the first direct airline service be-
(continued on page 11, col. 3)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Jack R. Hughes, Chairman
Peter H. Black, Vice Chairman
Clarence R. Anthony, Secretary
Carl (Bill) Bell, Member
Walter Hope, Member
E. B. (Ted) Cogswell, Member
Gordon R. Hickman, Member



Director's Column



AIRCRAFT REGISTRATION COMMENCES JANUARY 1968

At the monthly Aeronautics Commission meeting held on April 11, 1967, the motion was made, seconded, and passed by the Members of the MAC to proceed with plans for aircraft registration as directed by the State Senate in Senate Resolution No. 2, passed in the Extraordinary Session of the Fortieth Legislature.

EXTRAORDINARY SESSION SENATE RESOLUTION NO. 2

"A RESOLUTION OF THE SENATE OF THE STATE OF MONTANA DIRECTING THE MONTANA AERONAUTICS COMMISSION TO LICENSE AND REGISTER AIRCRAFT AND TO FURNISH CERTAIN INFORMATION REGARDING AIRCRAFT TO COUNTY ASSESSORS.

WHEREAS, aircraft are a highly mobile type of personal property; and

WHEREAS, due to this mobility it is often difficult for the county assessors of Montana to locate, identify and determine ownership of aircraft, all of which tend to prevent the pro-

per assessment and taxation of such personal property; and

WHEREAS, the county assessors of the State of Montana need all assistance available to accomplish the proper assessment and taxation of aircraft.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE STATE OF MONTANA:

That the Montana Aeronautics Commission is hereby directed to license and register aircraft in the manner authorized by **presently existing statutes** and to send to the appropriate county assessor the following information:

- (1) The name, residence and address of the owner of the aircraft.
- (2) The name of the county, town or city and airport where the aircraft may be found for inspection.
- (3) A brief description of the aircraft, including the name of manufacturer, model number, serial number, model year, the Federal Aviation Agency registration number, and whether the aircraft is flyable or dismantled and declared salvage."

MONTANA AERONAUTICS COMMISSION REGULATIONS

In order to promote the general public interest and safety and to carry out the purposes of the "State Aeronautical Regulatory Act" and the 1967 Extraordinary Legislative Session Senate Resolution No. 2, the following regulations are hereby adopted by the Montana Aeronautics Commission to become effective on the 1st day of January, 1968.

CHAPTER 10 AIRCRAFT REGISTRATION 10-101 Definitions

The following words and phrases, when used in this Chapter shall, for the purpose of this Chapter, have the meaning respectively ascribed to them.

(a) Aircraft—means all airplanes, helicopters, gliders, and gyros except those which have been dismantled and declared salvage by the owner.

(b) Dismantled — means the separation of the major components of the aircraft such as the wings, power plant and tail section.

(c) Model year — means the year for which the aircraft was manufactured.

(d) Airport — means the municipal airport, landing strip or location where the aircraft is hangared, tied down or operated from.

(e) Public aircraft—means aircraft used only in the service of a government, county, city or other political subdivision. It does not include any government owned aircraft engaged in carrying persons or property for commercial purposes, or any privately owned aircraft.

(f) Owner — the term "Owner" shall include all persons in possession under a contract of purchase or lease agreement.

10-102 Necessity of Registration

Every owner of civil aircraft within the State of Montana shall register the Federal Aviation Administration's Certificate of Registration for such aircraft by filing or causing to be filed in the office of the Commission an application for registration thereof duly signed by the owner **upon a form prepared and furnished by said Commission**, upon which the following information shall be given:

(a) The name, residence and address of the owner of the aircraft.

(b) The name of the county, town or city and airport where the aircraft may be found for inspection.

(c) The Federal Aviation Administration registration number and a brief description of the aircraft, including the name of the manufacturer, model number, serial number, model year, and whether the aircraft is flyable or dismantled and declared salvage.

Each application or renewal thereof shall be accompanied by a **registration fee of \$1.00.**

Registration shall be effective when the filing of the application has been accepted by the Commission.

Without limiting the generality of the foregoing, the provisions of this registration shall apply to all owners of the following listed civil aircraft:

(a) All civil aircraft kept, brought, flown or coming into this State at any time during the year which are used in this State for hire, compensation or profit.

(b) All civil aircraft owned or used by a person engaged in gainful occupation or business enterprise in State.

(c) All civil aircraft which other-

wise come to rest and become a part of the general property of this State.

It shall be the obligation and duty of any user of an unregistered aircraft the certificate for which is required to be registered under the provision of this regulation to cause such certificate to be properly registered by the owner thereof.

10-103 Exemptions From Registration Requirements

The provisions of these regulations do not apply to the following:

- (a) To public aircraft.
- (b) To aircraft operated within this State by common carriers of passengers or freight pursuant to the provisions of a current Certificate of Public Convenience and Necessity issued by the Federal government.
- (c) An aircraft which has been licensed by a foreign country with which the United States has a reciprocal agreement covering the operations of such licensed aircraft.

10-104 Expiration and Renewal of Registrations, Time of Registration

All registrations under this Act shall expire on December 31st of each year and shall be renewed annually in the same manner as an original application for registration and upon payment of the registration fees herein set forth. The renewal shall take effect on January 1st of each year. All renewals shall be made prior to February 15th of each year. Aircraft purchased new or entering the State after February 15th shall be registered within sixty (60) days after the date of purchase or entering this State, as the case may be.

10-105 Penalty for Violation

In accordance with the provisions of Section 1-503, Revised Codes of Montana, any person violating any of the foregoing regulations shall be guilty of a misdemeanor and punishable by a fine of not more than Five Hundred and no/100 dollars (\$500) or by imprisonment in a county jail for not more than ninety (90) days, or both.

10-106 Repeal

All regulations in conflict herewith are hereby repealed.

NOTE: Forms for aircraft registration will be mailed to all aircraft owners shown on the F.A.A. Registered Owners' listing. Forms will be available from most general aviation operators and the Aeronautics Commission.

COMMUTE AIR TO HAVE AIR CARRIER HEARING

Commute Air, an affiliate of Aerial Surveys, Inc. of Kalispell, will appear before the Montana Aeronautics Commission on October 18, 1967, on their application for a certificate to operate as a scheduled common air carrier within Montana. At the present time, Commute Air is operating under a Temporary Certificate of Public Convenience and Necessity. They are the first to apply for an Intra State Air Carrier License under the new Air Carrier Act.

Commute Air will have one principal base of operation, Felts Field in Spokane, Washington, with origination and termination points at City Airport, Kalispell, Montana.

Corporate Officers: Chester Johnson, President and General Manager; Bruce T. Johnson, Vice President; Katherine R. Johnson, Secretary-Treasurer.

Key Personnel: Jerry A. Olson, Director of Flight Operations; Del Triber, Maintenance Supervisor.

Scheduled Stops: Spokane, Washington (Spokane International and Felts Field). In Montana: Libby, Kalispell City Airport at Kalispell, Missoula, and Helena.

Alternate Operations: Washington: Pullman, Ephrata, Grant County Airport at Moses Lake. Idaho: Coeur d'Alene, Sandpoint, Bonners Ferry. Montana: Butte, Superior, Flathead County Airport at Kalispell, Polson, Ronan, Deer Lodge.

Scheduled air taxi operation is operating through Spokane, Washington; Moses Lake, Washington; Libby, Montana; Kalispell, Montana; Missoula, Montana; and Helena, Montana.

NOTICE OF AIR CARRIER HEARING

PURSUANT TO Section 3 of Chapter 171, Montana Session Laws, NOTICE IS HEREBY GIVEN that Commute Air of Spokane, Washington, has filed with the Montana Aeronautics Commission at its office in Helena, Montana, an application for Certificate of Public Convenience and Necessity to operate as a scheduled common air carrier of passengers and property for compensation with-

in the State of Montana. Said application has been set down for hearing before an Examiner of the Montana Aeronautics Commission at the office of the Commission, at the Helena Municipal Airport, in Helena, Montana, on Wednesday, October 18, 1967, at 10:00 o'clock a.m. of said day. Reference is made to said application for further particulars, and inquiries thereon may be made at the offices of the Commission, or by mail to the Commission at P. O. Box 1698, Helena, Montana. Persons desiring to be heard at the hearing upon said application, or to make objection or protest thereto, should file their appearance with the Commission in writing and will be afforded an opportunity to be heard at the hearing on the date and at the time and place aforesaid. Copies of the regulations of the Commission describing the procedure to be followed may be obtained from the Commission.

DATED THIS 14th day of September, 1967.

MONTANA AERONAUTICS
COMMISSION
By Charles A. Lynch, Director

CHART KITS AVAILABLE FOR LOAN TO NORTHBOUND PILOTS

The Missoula FSS has compiled two chart kits which are available for loan to northbound pilots as a public service. The local Forest Service photolab enlarged a section of the Coast and Geodetic Survey catalog of Aeronautical Charts covering the area of Western Canada and Alaska to provide a readable index of the kit contents. The index is fastened on the front of the map case with a notation as follows:

Kit No. 1. This Canadian/Alaskan Flight Kit is loaned, courtesy of the Missoula FSS, Phone 406-542-2230, Box 1538, Missoula, Montana 59801.

Contents: Admission of Aircraft to Canada Booklet. Essential International Flight Information Manual Information. Canadian/Alaskan Operational Navigation Charts. Canadian/Alaskan Enroute Low Altitude Charts. Flight Tips for Alaskan Tourists. General Information on Flying to and in Alaska.

MONTANA'S AIR TAXI MAIL DELIVERY



UNLOADING THE MAIL! Place: Helena — Time: 3:00 A.M. Left to right, Robert Lohof, Holman Aviation; Ray Skovgaard, Lynch Flying Service; Jack Wayman, Combs-Pickens; Louis Schwarzhans and Jack Darlow employees of the Helena Post Office.

The new Air Taxi Mail Delivery, provided under the auspices of the United States Post Office Department, has commenced throughout Montana. Helena is the funneling center for the new mail delivery service which has five daily flights provided by three Montana operators.

An additional Jet flight between Denver, Colorado, and Helena (with a stop at Billings) will commence in the immediate future.

Following are the flight schedules:

WOLF POINT/BILLINGS

Combs-Pickens (Montana Aircraft Company)			
Route	Arrive	Depart	
Wolf Point	Originates	8:55 p. m.	
Miles City	9:35 p. m.	9:45 p. m.	
Billings	10:30 p. m.	Completed	
Billings	Originates	2:15 a. m.	
Miles City	3:00 a. m.	3:10 a. m.	
Wolf Point	3:50 a. m.	Completed	

SPOKANE/HELENA

Combs-Pickens (Montana Aircraft Company)			
Route	Arrive	Depart	
Spokane	Originates	11:45 p. m. (PST)	
Helena	2:25 a. m. (MST)	3:00 a. m. (MST)	
Spokane	3:45 a. m. (PST)	Completed	

HAVRE/HELENA

Holman Aviation Company			
Route	Arrive	Depart	
Havre	Originates	8:30 p. m.	
Great Falls	9:15 p. m.		
Helena	9:55 p. m.	3:15 a. m.	
Great Falls	3:40 a. m.		
Havre	4:30 a. m.	Completed	

KALISPELL/HELENA

Lynch Flying Service, Inc.			
Route	Arrive	Depart	
Kalispell	Originates	8:30 p. m.	
Missoula	9:00 p. m.	9:10 p. m.	
Helena	9:45 p. m.	10:05 p. m.	
Billings	1:50 a. m.		
Helena	2:50 a. m.	3:15 a. m.	
Missoula	3:50 a. m.	4:00 a. m.	
Kalispell	4:30 a. m.	Completed	

LEWISTOWN/GREAT FALLS

Lynch Flying Service, Inc.			
Route	Arrive	Depart	
Great Falls	Originates	5:30 a. m.	
Lewistown	6:30 a. m.	7:00 p. m.	
Great Falls	8:00 p. m.	Completed	

MONTANA MEN TO HOLD AIR GAMES

November 3 and 4 is the date set for the Men's Air Games, sponsored by the Great Falls Hangar of the Montana Pilots Association and supervised by Don Coombs, Contest Chairman.

Following are listed the rules for participants:

Entry fee shall be \$7.50 per person, or \$15.00 per airplane with pilot and co-pilot.

Aircraft must arrive in Great Falls by 2:00 P.M. Friday, November 3, for FAA inspection.

Participation is limited to men only —private and commercial classes—no flight instructors or ATR's permitted to enter.

Participants must be registered Montana pilots with either private or commercial rating. If one airplane carries both a private and commercial licensed pilot the plane must be entered in the commercial classification.

Spot landings must be made with power off.

No scores will be published.

Alternate weather date—November 10 and 11, 1967.

Women are cordially invited to attend both FRIDAY AND SATURDAY NIGHT BANQUETS AND SATURDAY MORNING BREAKFAST. A SATURDAY AFTERNOON LUNCHEON

AND SPECIAL ENTERTAINMENT HAS BEEN ARRANGED FOR THE LADIES.

There will be a NO-HOST DINNER FRIDAY NIGHT. BREAKFAST at Victor's Restaurant at the Airport, 7:00 Saturday Morning, followed by a weather and route briefing.

The DESTINATION BANQUET will be held Saturday night, Jack Wilson, of the MAC, Master of Ceremonies. The prizes and trophies will be awarded at the Banquet.

Tie-downs will be made available by the Montana Aeronautics Commission and transportation will be made available.

Registrations are to be sent to JoAnn Walden, Route 1, Box 685, Great Falls, Montana.

Committees: Publicity, Miles White; Routes, Gene Poncelet; Prizes and trophies, Rosemary Bowman, assisted by Luella Nelson; Registration fees & motel reservations, JoAnn Walden; Banquets, Ladies luncheon, and motel, Lance Olson; Race Monitor, Judges and Tests, Jack Wilson; Tests, Buzz Stanton; Secretary, Dorothy Anderson.

ATTENTION ALL PILOTS:

When flying in the Libby area be aware that a 1-5/8" cable has been placed across the gorge above the site of Libby Dam. The cable, 17 miles upstream from Libby, is swung between two 200 foot high painted tower structures.

The low point in the cable will be 400 feet above the surface of the river, making the cable 2,530 feet above sea level.

The cable will carry a series of star floodlights, 15-18 inches in diameter which are painted with fluorescent paint.

STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
60/16

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total To Date	60	16

MONTANANS ELECTED TO INAC

Mr. C. E. McPherson of Helena, was elected the United States Vice President and James H. Monger of Helena, Director for a two year term, and Robert S. Michael of Billings, Director for a one year term at the 33rd Annual Convention of the International Northwest Aviation Council held at the Olympic Hotel in Seattle Washington on September 7, 8 and 9, 1967. The President for 1968 is Mr. Don Duvall, Airport Manager at Boise, Idaho.

The highlight of the two-country meeting this year was a tour of the Boeing Company facilities. All participants had the opportunity to go through the Mock-Up of the supersonic transport, as well as the 747, jumbo jet.

Panel discussions included "A Look at Air Taxi Operations; Problems of the Small Airport;" A pictorial presentation of the Pacific Northwest Aviation Historical Foundation.

FRIDAY NOON LUNCHEON

Chairman: Vern Chapman

Speaker: Mr. George C. Hurren

PANEL DISCUSSION: "PROBLEMS OF THE SMALL AIRPORT"

Presiding: Robert J. Anderson

Participating: James Monger, William E. Simon, Charles Drew, Ed Altman

CANADIAN NIGHT BANQUET

Presiding: A. M. Parry, Immediate Past President

Speaker: Eric Winsor, Director, Airport and Field Operation Department of Transport

SATURDAY NOON LUNCHEON

Presiding: Don A. Duval, U.S. Vice President INAC

Speaker: Joseph A. Foster, Vice President Airport Facilities, Air Transport Assoc.

PANEL DISCUSSION: "A LOOK AT AIR TAXI OPERATIONS"

Participating: Wes Lupien, Robert Crowther, R. G. Matheson

ANNUAL BANQUET

Presiding: Donald G. Shay, President, INAC

Speaker: Lee Warren, Ass't. Director, FAA Western Region, Los Angeles, Calif.

The 1968 Convention will be held at Sun Valley, Idaho, September 26, 27 and 28.

FRANK DERRY RECEIVES LEO STEVENS AWARD

Frank Derry of Bigfork, Montana, was selected by the Leo Stevens Award Committee in New York for his development of the "Derry Slots," in parachute design enabling smoke jumper parachutists to guide their descent by air jets giving them a forward speed of seven miles per hour. This basic feature is now included in all parachutes designed for controlled descent.

The award was made to Frank at the annual Fall Fly-In of the Montana Pilots Association at West Yellowstone on September 9th, 1967, and presented by Mr. Frank Wiley, former director of the Montana Aeronautics Commission.

The Leo Stevens Award established in 1945 by Mr. Augustus Post (founder of the first Automobile Club in America) in honor of A. Leo Stevens. Mr. Stevens was a balloonist, dirigible pilot, parachutist and among his many contributions to aviation was the invention of the manually operated parachute.

The Leo Stevens Medal and Plaque has been made to some twenty airmen parachutists who have contributed to parachute design or transportation safety by air. Frank Derry is the second Montanan to receive this award, the first being Dr. Amos R. Little of Helena, in 1953 for his outstanding services as a Medical Officer under the 2nd Air Force Search and Rescue Program, for his work as a para-medical doctor with the U. S. Forest Service Smoke Jumper Program and his numerous rescue jumps.

The West Yellowstone Fly-In attracted some 60 persons from Great Falls, Billings, Missoula, Kalispell, Chinook, Lewistown, and Columbus. In addition to the banquet and award presentation, a highlight of the two day get-together was a bus trip to Old Faithful and back to West.

ROGER RIGGINS JOINS GADO 1 - BILLINGS

Mr. Roger K. Riggins became a staff member of the Federal Aviation Administration General Aviation District Office No. 1, Billings, on September 5, 1967, as General Aviation Operations Inspector.



Roger Riggins, Federal Aviation Operations Inspector.

Mr. Riggins was born in Loogootee, Indiana and attended school in Odon, Indiana. Roger was employed by the Radio Corporation of America at Bloomington, Indiana from 1954 until 1958. He was employed by Crescent City Aviation in Evansville, Indiana from 1958 until joining the FAA in September of 1967.

Roger holds a Commercial License with Instrument, Multi Engine, Flight Instructor, Flight Instructor/Instrument, Helicopter/Rotocraft and Helicopter/ Instructor ratings.

MAC welcomes Roger, his wife Shirley and their three sons to Montana. We hope they can particularly enjoy their hobbies of hunting and fishing here in our state.

The Riggins reside at 946 North 27th Street, Billings, Montana.

The average motorist uses in 7 years about the same amount of fuel that a large jet airliner uses in 2 hours.

If a new car were put through the equivalent of the testing program for most new planes, the car would cost about \$25,000.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

GLASGOW

Final plans and specifications are now being reviewed by the FAA for the Glasgow International Airport. The plans have been developed by Morrison-Maierle, Consulting Engineers of Helena and they include a 1,000 foot runway extension with medium intensity lights, runway marking, an airport access road, and some taxi overlay work. The Montana Aeronautics Commission has loaned \$150,000 to aid in the financing of this local, State, and Federal aid project. It is expected that the FAA will approve the plans very soon to allow for a bid opening this fall. Actual construction will not take place until weather permits next spring.

STANFORD

The general aviation utility airport at Stanford is now under construction by Francis Tindall, Contractor. The old cross wind runways are still opened for traffic by light aircraft. However, pilots are urged to check NOTAMS with the Flight Service Station prior to flying into Stanford. The Stanford Airport is being supervised by Wenzel and Company, Consulting Engineers, of Great Falls.

HYSHAM

The general aviation utility airport at Hysham is presently under construction and should be completed late in October. Stephen Kenney, Contractor, of Hardin, is the prime contractor on this project, and Wenzel and Company of Great Falls is the consulting engineer.

FLATHEAD COUNTY AIRPORT

The Flathead County Airport Board has received tentative approval from the Montana Aeronautics Commission for a \$1,000 preliminary engineering grant. It is the plan of the Airport Board to hire a consulting engineer to develop a study for future development of the Flathead County Airport.

PHILIPSBURG

The proposed general aviation utility airport for Philipsburg will be the main topic of discussion at a meeting with the Granite County Commissioners on October 4th. It is possible that Granite County will jointly sponsor with the Montana Aeronautics Commission, a Federal Aid Project and provide a paved runway for the town of Philipsburg and Granite County.

HOSPITAL HELIPORTS

Presently under construction are hospital heliports to be located at the State Pulmonary Hospital at Galen, and the Kalispell General Hospital.

SUNBURST

The East/West runway is the only runway usable on the Sunburst Airport. The North/South runways have been closed due to rough condition by the Toole County Airport Board.

1968 AIRPORT DIRECTORY:

Pilots, Airport Operators, Managers, and Boards are urged to contact the Montana Aeronautics Commission to report any changes or corrections or additions that should be made in the next Airport Directory for Montana. Any suggestions for the betterment of the Directory are always welcome.

AERONAUTICAL CHART:

The new Aeronautical Chart for Montana is now being published at Jeppesen and Company in Denver. Jeppesen was the low bidder for 10,000 prints at a total cost of \$9,580. The new chart will be available for distribution about December 1st. The 1968-69 chart will be mailed at no charge to all pilots registering for 1968. The new chart will be of particular interest to the out of state flyer because of the colorful pictorial display of locations to fly to. New symbolization for the different classes of airport will also be noted as a change.

KALISPELL CITY AIRPORT HAS NEW UNICOM

ON 122.8 MC

CALL:

"KALISPELL CITY UNICOM"

REMEMBER:

Call: "Flathead Unicom"
for Flathead County Airport

AIRPORT LOAN STATUS REPORT AS OF MAC QUARTERLY REVIEW 9-13-67

Airport	Amount Applied For	Amount Approved	Date Loan Available
Butte	\$ 69,629	\$ 8,385.70	6/1/68
Livingston	18,000	18,000.00	12/1/67
Sidney	100,000	100,000.00	9/1/68
Big Timber	89,938	28,385.70	4/1/68

All loans are repayable over a ten (10) year period and carry a 3½% interest rate. Some loans were reduced because of the \$10,000 county indebtedness law, the inability to repay and the shortage of Aeronautics Commission funds.

AIRLINES NEWS

Frontier Passenger Traffic Sets New 20-Year Record

Passenger traffic on Frontier Airlines during August set a new 20-year record for the carrier. Passengers flying on Frontier during August increased 42% over the same month year ago with a record 143,931 passengers.

The ten Frontier-served cities in Montana boarded a total of 5,675 passengers, up 40% August last year.

Locations showing an increase were:

Billings	3,160 pass.—up 44%
Glasgow	229 pass.—up 26%
Glendive	111 pass.—up 61%
Gt. Falls	1,462 pass.—up 35%
Havre	94 pass.—up 21%
Lewistown	186 pass.—up 69%
Miles City	188 pass.—up 35%
Sidney	166 pass.—up 51%
Wolf Point	79 pass.—up 11%
Yellowstone (new 1967)	626 pass.

West Coast—More Travelers flew With west coast airlines in August Than in any Month in its History.

Boardings at 37 stations amounted to 71,471 and a third of them set local all-time records, too. The old system high was 67,403 passengers in June of this year.

Kalispell, Montana boarded 870 passenger which is up from the record of 569 in August of 1965.

President Theodore Roosevelt was the first president to fly — in 1910.

To:
All Montana Flight Schools
Subject:
VETERANS' PENSION AND
READJUSTMENT
ASSISTANCE ACT OF 1967

Gentlemen:

I am pleased to advise you that I have just received information from the National Association of State Aviation Officials on Public Law 90-77, "The GI Bill" relative to the provisions of sub-paragraph 1677 covering flight training. As soon as I have additional information on this training program I will be more than pleased to keep you advised.

Very sincerely yours,
 Charles A. Lynch, Director

PUBLIC LAW 90-77
90th CONGRESS, S.16
August 31, 1967
AN ACT

To amend title 38 of the United States Code in order to increase the rates of pension payable to certain veterans and their widows, to provide additional readjustment assistance for veterans of service after January 31, 1955, and for other purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED,

SHORT TITLE

SECTION 1. This Act may be cited as the "Veterans' Pension and Readjustment Assistance Act of 1967."

FLIGHT TRAINING

Sec. 302. (a) Section 1673 (b) of title 38, United States Code, is amended to read as follows:

"(b) Except as provided in section 1677 of this title, the Administrator shall not approve the enrollment of an eligible veteran in any course of flight training other than one given by an educational institution of higher learning for credit toward a standard college degree the eligible veteran is seeking."

(b) Subchapter III of chapter 34, United States Code, is amended by adding at the end thereof a new section as follows:

Sec. 1677. FLIGHT TRAINING

"(a) The Administrator may approve the pursuit by an eligible vet-

eran of flight training generally accepted as necessary for the attainment of a recognized vocational objective in the field of aviation, subject to the following conditions:

"(1) the eligible veteran must possess a valid private pilot's license or must have satisfactorily completed the number of hours of flight training instruction required for a private pilot's license; and medical requirements necessary for a commercial pilot's license; and

"(2) the flight school courses must meet the Federal Aviation Administration standards and be approved both by that Agency and the appropriate State approving agency.

"(b) Each eligible veteran who is pursuing a program of education consisting exclusively of flight training approved as meeting the requirements of subsection (a) hereof, shall be paid an educational assistance allowance to be computed at the rate of 90 per centum of the established charges for tuition and fees which similarly circumstanced non-veterans enrolled in the same flight course are required to pay. Such allowance shall be paid quarterly upon receipt of a certification from the eligible veteran and the institution as to actual flight training received by, and the cost thereof to, the veteran during such quarter. In each such case the eligible veteran's period of entitlement shall be charged with one month for each \$130 which is paid to the veteran as an educational assistance allowance for such course."

(c) The analysis of subchapter III of Chapter 34 is amended by inserting immediately after "1967. Education outside the United States." the following:
 "1677. Flight Training."

APPROVED August 31, 1967
Public Law 90-77
(Flight Training)



TOWER

OPERATIONS

SEPTEMBER 1967

Great Falls	11,617	1,263
Billings	11,333	1,274
Missoula	7,950	324
Helena	4,913	152

SKY CHALET IS
BUTTE AIRPORT'S
NEW ADDITION

An excellent airport convenience facility is the new attractive Sky Chalet, located in the terminal building on the Butte Airport. The Sky Chalet opened by owner/manager Mr. Bill Violet, in July, consists of a lunch room, dining room, and lounge. Hours of operation are 8:00 AM until 2:00 AM—7 days a week.



Exterior of the Sky Chalet



Interior view of the dining room

The Sky Chalet specializes in steaks, chicken and short orders. The "speciality" of the house is their Royal Hawaiian Steak, served with fresh pineapple flown in direct from the Islands (Great!).

Your steak may be topped off with Kahlua Pie (20 hours in the making—Delicious!)

Mr. Violet's present plans include the completion of the "Sky Room" located on the upper level, which will accommodate larger groups of public and private parties.

FOR A REAL TREAT — FLY TO BUTTE—VISIT THE SKY CHALET.

AVIATION EDUCATION HIGHLIGHTS



By C. R. "Ron" Adams
Supervisor of Aviation Education

During the past year I have spent a great deal of time discussing the aviation education program in Montana. In these discussions and in writing this column, I have boasted no end about our aviation education programs, and quite frankly I felt justified in doing so. This past summer Montana's aviation education program has received attention on a national scale.

The August 1967 issue of **School Management** magazine featured a number of schools in their special report on air education. One of the three articles was "Teaching Geography from on High," which featured the Flying Classroom conducted at Havre High last year. Robert Brigham's world geography students participated in the Montana Aeronautics Commission sponsored Flying Classroom last November. We took 44 of his students, about one-third of his class, into the "wild, blue yonder." This was such a popular and worthwhile endeavor that Mr. Brigham and the remaining students financed their own flights in the spring.

This is exactly what we hope to do, encourage schools to undertake this program in ensuing years at their own expense. Mr. Brigham, the Havre High School Board of Trustees and Superintendent H. B. Ensrud are to be congratulated for their efforts in promoting a new and innovative program for education.

I have made reference to Havre because they were featured in the magazine article, however, the many other schools in Montana are to be highly commended for their continuation of flying classrooms as an integral part of their educational programs.

Top Ratings

Over the last few years a number of surveys have been conducted rel-

event to aviation education courses in our schools. These have been conducted by the aviation industry, aviation and education groups, and governmental agencies. I reported to you the results of Cessna's survey last September. The latest surveys, conducted by the Federal Aviation Administration and Aircraft Distributors and Manufacturers Association, again reveal that Montana ranks at the top in its aviation education programs. Many times such terms as "an outstanding example is" or "appears to have an excellent program of" are used in referring to Montana's aviation education programs.

As I travel around the nation to attend meetings, conferences and seminars on aviation education, I am always approached by numerous persons with questions about all phases of our aviation education program. So you can see, we do have a reputation,—a very fine reputation,—in this new and exciting subject area.

However, even with all this national publicity, prominence in aviation education surveys and the apparent leadership role Montana plays, we have only scratched the surface. The world of education has only begun to feel the impact of aviation that industry has and is still experiencing.

SEMINAR TO BE HELD

As a part of our program of assisting teachers, we have planned what I believe is an excellent seminar to be held in conjunction with the Montana Education Association State Convention, October 19 and 20, in Billings. I firmly believe we must show educators at all levels, the value of aviation education throughout the school system, from kindergarten to grade 12. The theme of the seminar is "Aviation Education, Materials and Teaching Techniques." We will display the many items that are designed for use in aviation education; they will be demonstrated how you can utilize them in your classes. On hand for your evaluation will be audio and visual aids and text books.

The highlight of the seminar will come at the last session. A panel of teachers, both secondary and elementary, will discuss their particular aviation education programs. Then we will throw open the panel discussion to questions from the floor.

I believe each of the educators that attend, whether they teach, plan to teach or are just curious about aviation education, will benefit from each and every session. Make plans to attend now! Sessions are scheduled for Room 102, Science Building, Eastern Montana College, as follows:

Thursday, Oct. 19: 3—5:00 p.m.

Thursday, Oct. 19: 7—9:00 p.m.

Friday, Oct. 20: 10 a.m.—12 noon.

You bet Montana is a leader in aviation education, but let's put her head and shoulders above the rest!

SEE YOU IN BILLINGS
OCTOBER 19 and 20.

C. BOWMAN PRESIDENT OF RE-ORGANIZED GALLATIN VALLEY HANGAR

A group of 65 pilots from the Gallatin Valley met on September 12th in the Riverside Country Club for the re-organization of the Gallatin Valley Hangar of the Montana Pilots Association. Mr. Charles Bowman was elected President—Richard Bollard, Vice President and Charles Sivertorn, Secretary-Treasurer.



Charles A. Bowman, Gallatin Valley Hangar President.

Following the dinner meeting, a brief address was presented by Mr. James H. Monger, Assistant Director of the Montana Aeronautics Commission.

(SIDE NOTE: Mr. Bowman has also been honored by being elected the First Vice-President of the National University Aviation Association at their recent meeting in Washington, D. C.)

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENT

Andrews, Francis—Malmstrom AFB
Frederickson, Gary B.—Great Falls
Yudsky, Leo—Great Falls
Bolin, Thomas R.—Spokane, Wash.
Boley, Vaughn M.—Bozeman
Widick, Robert L.—Missoula
Hicks, William B.—Shreveport, La.
Fite, Virgil L.—Missoula
Jones, Larry W.—Butte
Dietz, John T.—Inglewood, Calif.
Troxel, Gordon E.—Great Falls
Aageson, Verges A.—Havre
Robinson, Denis F.—Highwood
Dick, Leo R., Jr.—Malmstrom AFB
Kahla, John—Helena
Trusler, William C.—Ashland
Patterson, Marla K.—Billings

PRIVATE

Huck, Herbert—Lewistown
Johnson, Michael D.—Billings
Bushman, Jon M.—Billings
Chatwood, Lonnie G.—Billings
Messinger, Linda M.—Plentywood
Kern, Robert F.—Plentywood
Banta, Lyle L.—Billings
Dennison, Lynn A.—Belgrade
Bechtelheimer, T. C.—Waterloo, Ia.
Carter, Jerome K.—Rudyard
Wren, Patrick J.—Lakeville, Minn.
Lund, Richard S.—Billings
Greeno, Dean E.—Billings
Worrall, David A.—Billings
Pemberton, Alfred O.—Broadus
Schultz, Hilbert E.—Lewistown
Barkley, Ruth A.—Billings
Perkins, Lynn S.—Great Falls
Schultz, William L.—Great Falls
Olson, Shirley C.—Helena
Lindseth, Ronald A.—Great Falls
Creek, Robert W.—Great Falls
Greytac, Donald A.—Harlem
Doull, Jack A.—Tununak, Alaska
Klabunder, Maurice J.—Havre
Heinz, Robert T.—Anaheim, Calif.
Foust, Jack W.—Kalispell
Fuglevand, William A.—Havre
Wehr, James N.—Kalispell
Papke, James A.—Missoula
Moody, Charles E.—Galena, Alaska
Douglas, John D.—Missoula

Guttormson, John G.—Malta
Flynn, Michael T.—Great Falls
Roe, Jack C.—Black Eagle
Gregoire, William J.—Great Falls
Furlong, Joseph R.—Great Falls
Cummings, Robert V.—Great Falls
Markwart, Jeffrey A.—Denver, Colo.
Mackenroth, Thomas J.—Gt. Falls
Morris, Colin E.—Bozeman
McKinley, Lawrence R.—Chinook
Beaudry, Ben L.—Hot Springs
McManus, David L.—Great Falls
Livingston, Frank V.—Victor
Levitan, Mark—Fort Harrison

COMMERCIAL

Mattson, Ronald B.—Manhattan
Gregoire, Bernard R.—Great Falls
Speacht, William H. Jr.—Chinook
Wills, Robert L.—Whitefish
Spradlin, Jerry M.—Great Falls
Cardon, Vern R.—Missoula
Anderson, Terry N.—Cut Bank
Depew, Bruce E.—Great Falls
Polinsky, Frank H.—Thompson Falls
Rudin, Judith A.—Billings
Dedrickson, David J.—Missoula

INSTRUMENT

Sperle, Jerald W.—Williston, N. D.
Nelson, Roger A.—Glasgow
Kramer, Brother Marion—Ashland
Herrod, Bron T.—Billings
Ferrell, Mark W.—Great Falls

MULTI ENGINE

Stocking, Herbert G.—Great Falls
Lancaster, D. W.—Palo Alto, Calif.
Jacobson, J. S.—West Pittson, Penn.
Hill, Keith H.—Mountain Iron, Minn.
Addison, Verl W.—Buffalo, Wyo.

FLIGHT INSTRUCTOR

Kingery, Donald L.—Sidney
Rubin, Harold A.—Flaxville
Mikulka, D. J.—Watertown, Mass.
Rudin, Judith A.—Billings
Harvey, Douglas W.—Littleton, Colo.
Osen, Tommy C.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Knutson, George R.—Billings
Harvey, Douglas W.—Littleton, Colo.

GROUND INSTRUCTOR

Addison, Verl W.—Buffalo, Wyo.

ADVANCED GROUND INSTRUCTOR

Wheaton, Kenneth H.—Billings
Jackson, Thomas D.—Billings

ROTOCRAFT

(commercial)

Borgeson, Frank A.—Missoula
Coldwell, Jerry L.—Jordan
Downs, Steven R.—Billings

SEA PLANE

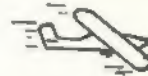
Holman, Robert C.—Great Falls
Stanley, Edward S.—Great Falls

POWERPLANT

Simpson, Robert C.—Lewistown

SPECIAL PURPOSE

Lamb, George P.—Saskatoon, Sask.
Fournier, Jean R.—Saskatoon, Sask.
Germain, Eldon P.—Calgary, Alberta
Pollak, Carolos T. R.—Pucon, Chile



CALENDAR

October 8, Hollywood-by-the-Sea, Florida — 12th Annual AOPA Plantation Party and Industry Exhibit, (The Diplomat Resorts and Country Club) Package plans available. Featuring aviation education programs, recreation, general aviation industry exhibits, golf tournament and AOPA Flight Training Clinic. Contact A. F. Frisch, AOPA, 4650 East-West Highway, Washington D. C. 20014 Ph. (301)654-0500.

October 18, Helena — Intra-State Aircarrier Hearing of "Commute Air."

October 18-19, Helena—Montana Aeronautics Commission's monthly meeting.

October 19-20, Billings — "Aviation Education, Materials and Teaching Techniques" Seminar. Demonstration and display of audio and visual aids, text books and items designed for use in aviation education classes.

October 24, Washington, D. C. (Page Aviation Building at Dulles Airport) Annual membership meeting of the National Pilots Association. The meeting will begin promptly at noon in the Page Aviation second floor conference room, followed by a buffet luncheon and a tour of Dulles "behind-the-stage" facilities through the courtesy of the FAA.

October 24 — November 1, Montana will participate in the Nationwide Civil Defense Exercise "CDEX-1967."

November 3, Men's Air Games sponsored by the Great Falls Hangar. Check in by 2:00 p.m. Pre-Contest Get-Together.

November 4, Men's Air Games—Contest Day. Evening Awards Banquet.

FAA INSPECTORS' CORNER



By Lee C. Mills
Supervising Inspector, GADO No. 9

LET'S GO HUNTING

Fall is one of our favorite times of the year. The nice crisp mornings, beautifully colored, warm afternoons, chilly evenings, are wonderful.

We are busy tying up the loose ends created by the summer's work, and preparing for the long hard Montana winter ahead. Man, like the squirrel, instinctively becomes deeply involved in these preparations, and like the squirrel, the closer to winter, the more urgent the feeling "to do something" becomes.

In many persons this feeling is satisfied by getting out our hunting gear, making many extensive, expensive preparations and then roaming the hills to hunt. Heaven knows it would be much cheaper just to go to the corner butcher store.

Unfortunately, during our past fall seasons, this "urge" has created many unpleasant instances in which people, who normally are most careful, throw caution to the wind; conduct hasty preflights, take off with frost on the windshield and wings, fly too low and slow in the mountains during lousy weather, and in many different ways figuratively fly up a blind canyon without leaving themselves a way out.

Our Montana Aeronautics Director summed it up only too accurately last season when he said "We have substantial evidence that flying safety takes second place to the prime interest of game spotting in quite a large number of flights into our most mountainous and densely wooded areas." Most serious hunters make lengthy preparations for their hunt. Can we, as pilots, afford to prepare less? Any serious minded pilot knows that low flying in the backwoods country is hard work and requires excellent equipment with adequate power to do the job. Nevertheless, every year a pilot and a hunter or pilot-hunter will rent the most economical aircraft available and head for the hills, never to return.

The accident factors of lack of recency of experience, minimum pre-flight thought and planning, and hurry to get going are most apparent in the fall.

A hasty takeoff is similar to a person pulling a loaded gun from a car with the muzzle pointed toward himself, or running and jumping over a fence with a loaded gun in his hands.

Our Operations Inspector Kurth suggests that if you are unable to get that recent experience and have not flown regularly and frequently in order to maintain a shape edge on your pilot technique, make a deal with one of the pros to pilot you on that trip. Be sure to ask him about his recency of experience also.

FAA personnel in our office wish all pilots every success in their hunting trips, and hope to see you this winter during our safety seminars.

FEDERAL AVIATION ADMINISTRATION INTINERARY LISTING



Airport	Oct.	Nov.	Dec.
Culbertson	4	8	6
Glasgow		30	
Glendive	5	9	7
Great Falls	25		20
Lewistown	18		21
Miles City	19	16	21
Missoula		29	
Sidney			

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

FLY-IN BREAKFAST HELD AT WSS



Chow Line for the breakfast! Airport Manager, Merritt Smith (pouring at far right) and his co-cooks, all pilots from the WSS area.

The Fly-In Breakfast, held in White Sulphur Springs on Labor Day turned out fine! Over a dozen planes arrived on Monday and the breakfast drew over 200 persons. The hard working cooks were kept busy right up until "Parade Time" serving delicious pancakes, bacon, eggs and lots of excellent hot coffee.

The parade and rodeo were held in conjunction with the closing day of White Sulphur Springs' Centennial Celebration.

About half of all the pure jet aircraft flown by the U. S. scheduled airlines touch down at Chicago's O'Hare International Airport at least once a day.

The odds against collision in the air are 4,000,000 to 1. Your chances of safely completing a trip in the air are 99.99983.

"Later" has a way of turning into "Too Late."

SWB & TWEB FORMAT REVISED

ALL pilots are urged to send their comments regarding the revised SWB and TWEB format which became effective on August 1, 1967. Contact your nearest FAA Flight Service Station and written or oral comments are welcome, however, written comments are preferred.

For all pilots who have not flown during the past 60 days and may have questions regarding the test format the following are the details and main revisions. Test locations have been selected so that a pilot on a cross country may receive the revised format at one station and the unrevised format from the next station.

Montana stations selected to transmit the new or revised SWB and TWEB format are:

Helena, Billings, Great Falls, Missoula.

The SWB service had been changed very little over the past 25 years and during that period the low/medium frequency receiver-only aircraft for which the broadcast service originally was established had virtually disappeared. It indicated that the older SWB procedures were outmoded and wasteful of both the pilot's and the broadcaster's time.

The TWEB service was designed to serve the pilot mainly on the ground, i.e., provide preflight information. This service also can accommodate the very few receiver-only aircraft. The SWB or VOR channels primarily served the airborne pilot.

FORMAT REVISIONS

The phrase "this is (location name) area radio" will not be spoken. Change in manner of speaking numbers—numbers will be spoken in the normal manner rather than by individual digits: i.e., "Ceiling fifteen hundred" wind two forty at fourteen gusts to nineteen "temperature eighty six" "altimeter twenty-nine ninety-four" "thirty-ten" etc.

Content changes.

ITEM	ANNOUNCED
Location Name	—Twice (Only once when responding to a request from an aircraft.)
Sky Condition	—As reported.
Visibility	—When 6 miles or less, including obstruction; any value when precipitation or other weather phenomena is reported. (They will always give these elements in the local report of the broadcasting station.)

Temperature	—When 35° or less, or 85° or higher. (They will always give these elements in the local report of the broadcasting station.)
Dew Point	—When temperature / dew point spread is 5° or less, give both.
Surface Wind	—Direction and speed when 10 knots or more sustained, or a shift of 22½° or more occurs. (They will always give these elements in the local report of the broadcasting station. As read from instruments in the A/G console at the of SWB or A/G contact; for TWEB record value in the observance.)
Altimeter	—Local report only as read from the ASI at the time of the SWB or air/ground (A/G) contact.

The new format is designed to better service the user by:

1. Providing aviation interest a better opportunity to obtain information they may desire without having to listen to unwanted or unneeded information.
2. Broadcasting limited information pertinent to aircraft operations.
3. Decreasing the length of time consumed in making broadcasts.

The six months test will permit evaluation of the revised format through generally favorable weather months and into the less favorable conditions during December and January.

You are again urged to submit your comments favorable or adverse to your nearest FSS as soon as possible!

ATTENTION ALL REGISTERED MONTANA PILOTS!

The Montana Pilots' Flight Plan Service Is For You!

File/Close Your Flight Plan By
Collect Call—Free!

When taking off from, or landing at, an airport within the State of Montana that does not have a FAA Flight Service Station—place a collect call to your nearest FSS and state; "This is a Collect Call—Montana Pilot Flight Plan."

GIVE THE FSS COMMUNICATION Your Current Montana Registration Number and your name—then File or Close your Plan.

(Please avoid calling at 15 or 45 minutes after the hour during the weather broadcasts.)

ALWAYS FILE A FLIGHT PLAN

—BE SURE TO CLOSE IT—

USE YOUR MONTANA
FLIGHT PLAN SERVICE

FRONTIER'S NEW FLIGHTS

(continued from page 1)

tween Great Falls, Montana and St. Louis, Missouri by way of Billings, Rapid City, Omaha and Kansas City will commence on October 29th. Frontier will provide two daily round-trip schedules over the new six-city route which will be operated with 355 mph 53-passenger jet-prop Convair 580 aircraft.

99's ELECT NEW OFFICERS

At a recent meeting of the Montana Ladies' 99's the following were elected the offices for the coming year:



99's new Chairman, Karin Ribbi and Secretary Pat Roemer

Chairman — Mrs. Edgar "Karen" Ribbi, Hamilton; Vice Chairman — Mrs. Al "Beverly" Ledbetter, Havre; Secretary — Mrs. John "Pat" Roemer, Missoula; Treasurer — Mrs. Rex "Ann" Hafer, Billings. Mrs. Joe "Joan" Orley of Livingston will be in charge of the newsletter.

GREAT FALLS FSS TO GIVE WRITTENS

Mr. Lee Mills, Supervising Inspector for the FAA's GADO in Helena has supplied the Flight Service Station located on International Airport in Great Falls with complete forms for written examinations.

Mr. Lee Ward, Chief of the Great Falls station will arrange for applicants to take writtens on Private, Commercial, Flight Instructor and/or Instrument.

This addition makes nine Flight Service Stations where written examinations will be given — however, they can be given on an appointment basis only.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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